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FLYING CADETS



TRAIN

in the

UNITED STATES ARMY

for

AVIATION CAREERS

**FLYING CADET EXAMINING BOARDS ARE LOCATED
AT THE FOLLOWING-NAMED PLACES ***

Alabama:

Alabama Institute of Aeronautics, Inc., Tuscaloosa
Maxwell Field, Montgomery

Arkansas:

Adams Field, Little Rock †

California:

Grand Central Flying School, Glendale
Hamilton Field, San Rafael
March Field, Riverside
Moffett Field
Ryan School of Aeronautics, Ltd., San Diego
Santa Maria School of Flying, Santa Maria

Colorado:

Lowry Field, Denver

District of Columbia:

Bolling Field, Anacostia

Georgia:

Atlanta, Headquarters 4th Corps Area

Hawaii:

Hawaiian Department, Fort Shafter

Illinois:

Chanute Field, Rantoul
Chicago School of Aeronautics, Glenview
Parks Air College, East St. Louis
Scott Field, Belleville

Kansas:

Fort Leavenworth

Louisiana:

Barksdale Field, Shreveport

Massachusetts:

Boston Airport, East Boston

Michigan:

Selfridge Field, Mount Clemens

Minnesota:

Fort Snelling

Nebraska:

Lincoln Airplane and Flying School, Lincoln

New York:

Mitchel Field, Long Island

North Carolina:

Fort Bragg

Ohio:

Wright Field, Dayton

Oklahoma:

Fort Sill
Spartan School of Aeronautics, Tulsa

Panama Canal Zone:

Panama Canal Department, Quarry Heights

Pennsylvania:

Middletown Air Depot, Middletown

Philippine Islands:

Philippine Department, Manila

Tennessee:

Municipal Airport, Nashville †

Texas:

Dallas Aviation School and Air College, Dallas
Randolph Field
William Beaumont General Hospital, El Paso

Virginia:

Langley Field, Hampton

Washington:

Fort Lewis

* This list is subject to change.

† Only members of Air Corps units of the National Guard
examined at this board.

AVIATION AS A CAREER

Aviation, both military and civil, has made tremendous strides in the thirty-five years since its beginning, and has developed to such an extent that it now offers splendid opportunities to the young man about to choose a career or profession.

The great advance in the science of flying is strikingly shown by the successful trans-Atlantic, trans-Pacific, Pan-American, and world flights, and by the constantly increasing use of airplanes for commercial purposes. Air mail and the commercial airlines require the services of a considerable number of pilots, engineers, and technical personnel; the design and construction of airplanes and their accessories require competent designers, craftsmen, mechanics, and the like. These positions pay good salaries, and the specialized positions require education and training equivalent to that essential for the learned professions.

The average individual in considering aviation is likely to think of what it has to offer the pilot. At present, airline pilots receive an average of \$600 per month, and the pay of copilots ranges between \$190 and \$350 per month. This phase of aviation is not only interesting but serves as excellent training for administrative and executive positions in the industry. Aviation leaders agree that the best foundation for the majority of positions in the field of aeronautics is thorough pilot training. The ability to fly a plane will greatly promote a career in any of the fields incident to aeronautics.

AIR CORPS FLYING SCHOOLS

To meet the demand for competent military pilots, the Army Air Corps maintains flying schools where training is given to flying cadets at Government expense. This course of training is as fine as any given anywhere in the world, and the student is paid a salary while learning.

A young man who has decided to follow aviation as his career and who has received the benefits of Army Air Corps flying training, together with several years of flying experience while on active duty with tactical units of the Regular Army after graduation, finds himself in a most favorable position to seek employment in civil life, either in one of the many remunerative positions in the field of aviation itself, or with one of the growing number of commercial concerns which are becoming more and more interwoven, in one way or another, with this rapidly expanding industry.

The Army flying schools are situated in localities where the climate has been found generally favorable for year-round flying, thus reducing the amount of time lost by bad weather. The courses of instruction are very thorough and fully cover all the fundamental knowledge needed by military pilots.

The course of instruction as a flying cadet at present requires nine months, including three months' elementary, three months' basic, and three months' advanced training. This instruction, in addition to the flying training, includes courses in navigation, meteorology, radio, and other subjects allied with military aviation.

Classes of flying cadets start training every six weeks. The three months' elementary training is given under the supervision of the Army at civilian flying schools located in various sections of the country. The present list of schools includes: *

Alabama Institute of Aeronautics, Inc., Tuscaloosa, Ala.

Chicago School of Aeronautics, Glenview, Ill.

Parks Air College, East St. Louis, Ill.

Lincoln Airplane and Flying School, Lincoln, Nebr.

Spartan School of Aeronautics, Tulsa, Okla.

* This list is subject to change.

Dallas Aviation School and Air College, Dallas, Tex.

Grand Central Flying School, Glendale, Calif.

Ryan School of Aeronautics, Ltd., San Diego, Calif.

Santa Maria School of Flying, Santa Maria, Calif.

Upon completion of the three months' of elementary training under supervision of the Army at the civil flying school, the flying cadet is sent to Randolph Field, Texas, for three months' additional instruction and, upon graduation therefrom, to Kelly Field, Texas, for the final three months of training.

The course of training includes approximately 215 hours in the air, during which time the student receives instruction in all maneuvers necessary to pilot military airplanes. In addition to the pilot training, the student also pursues academic work in specialized military subjects.

As the physical condition of flyers is of primary importance, special attention is paid to the health of flying cadets. Not only is physical exercise a part of the curriculum, but facilities are provided for flying cadets to engage in various forms of recreation to enable them to maintain a good physical condition.

FLYING CADETS

Candidates who are accepted for flying training in the Air Corps are enlisted as flying cadets. This grade in the Army was created by the act of Congress approved July 11, 1919. Flying cadets wear distinctive uniforms which differ from those worn by officers or enlisted men of the Army, and they are quartered in separate barracks provided for them. The flying cadets of the Air Corps constitute a body of young men who are noted for their splendid character and excellent discipline.

PAY AND ALLOWANCES

The pay of flying cadets is \$75 per month; in addition there is a ration allowance of \$1 per day while undergoing training. They are quartered at no expense to themselves in modern barracks or in such other suitable manner as is possible with limited Government funds. Necessary uniforms and flying equipment are furnished without cost. Transportation is

furnished to flying cadets from the place of enlistment to the civil flying school at Government expense.

Under the provisions of Army Regulations No. 600—100, flying cadets are eligible at any time within 120 days after enlistment to apply for any one of the standard types of United States Government Life Insurance, which is provided at low cost and which can be continued in force after leaving the service.

REQUIREMENTS

Candidates for appointment as flying cadets must meet the following conditions:

1. Unmarried.
2. Citizens of the United States.
3. Not less than twenty nor more than twenty-seven years old.
4. Present a certified document from the registrar of a recognized college or university showing that he has completed satisfactorily at least one-half of the necessary credits leading to a degree, which normally requires four years' work.
5. If unable to present such a certificate, must be able to pass a written examination in lieu thereof.
6. Must present evidence of excellent character.
7. Must be of sound physique and in excellent health.

Applicants who have a military aeronautical rating as pilot of heavier-than-air aircraft or have received a similar rating in the Navy, Marine Corps, or Coast Guard, and applicants who have been eliminated from further training due to failure in flying training or who have completed satisfactorily the course in the Army, Navy, Marine Corps, or Coast Guard, will not be appointed as flying cadets.

Candidates for flying cadet appointment are required to sign an agreement to enlist for three years as flying cadets and not to request release from flying training before completion of the prescribed courses, with the understanding that upon completion of the course of instruction, normally about nine months, they will be discharged as flying cadets. Those cadets who for any reason are found not qualified to continue the training are discharged from the service without delay. Thus the candidate need have no apprehension about

being retained in the service, if he is found not qualified to continue.

Candidates must also agree that upon successful completion of the course of instruction as a flying cadet, they will, if their services are desired, serve for three years on active duty with the Regular Army Air Corps as Reserve officers, unless sooner relieved by competent authority.

Flying cadets must remain unmarried during the period of training as cadets.

APPLICATION

Prospective candidates who fulfill the requirements for appointment as flying cadets may obtain application forms from the commanding general of the corps area or department in which they reside, or from The Adjutant General of the Army, Washington, D. C. The list below shows addresses of headquarters and territory included in each corps area or department:

Designation	Address of headquarters	Territory included in each corps area or department
First Corps Area	Boston, Mass.....	Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.
Second Corps Area	Governors Island, N.Y.	New Jersey, Delaware, and New York.
Third Corps Area	Baltimore, Md.....	Pennsylvania, Maryland, Virginia, and the District of Columbia.
Fourth Corps Area	Atlanta, Ga.....	North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Mississippi, and Louisiana.
Fifth Corps Area	Fort Hayes, Columbus, Ohio.	Ohio, West Virginia, Indiana, and Kentucky.
Sixth Corps Area	Chicago, Ill.....	Illinois, Michigan, and Wisconsin.
Seventh Corps Area	Omaha, Nebr.....	Missouri, Kansas, Arkansas, Iowa, Nebraska, Minnesota, North Dakota, and South Dakota.
Eighth Corps Area	Fort Sam Houston, Tex.	Texas, Oklahoma, Colorado, New Mexico, and Arizona.
Ninth Corps Area	Presidio of San Francisco, Calif.	Washington, Oregon, Idaho, Montana, Wyoming, Utah, Nevada, California, and Alaska.
Hawaiian Department.	Fort Shafter, T. H.	Hawaiian Islands.
Philippine Department.	Manila, P. I.....	Philippine Islands.
Panama Canal Department.	Quarry Heights, C. Z.	Canal Zone.
Puerto Rican Department.	San Juan, P. R.....	Puerto Rico.

The application should be filled out carefully according to the instructions found thereon and supporting documents attached to authenticate the applicant's education, birth, and suitability for such appointment. Upon receipt of the application and supporting documents by the proper corps area or department commander, the candidate's examination will be duly authorized if it appears that he meets the basic requirements, and he will be notified and given proper instructions as to the date and place of examination.

The following is necessary in submitting an application for appointment:

1. Fill out application blank in triplicate.
2. Execute affidavit in triplicate.
3. Provide three letters of recommendation, signed by persons of recognized standing in the applicant's community.
4. If the necessary college credits are claimed, provide a certificate from the college registrar giving the applicant's record at college.
5. Furnish birth certificate or other certified documentary evidence of date of birth.
6. Applicants from the Regular Army, National Guard, or Reserve Officers' Training Corps will forward their applications through military channels.
7. Civilian applicants will mail their applications to the commanding general of the corps area or department in which they reside.

EXAMINATIONS

When an application is accepted, the applicant is notified to appear before the flying cadet examining board nearest his address. These examining boards must, of necessity, be located at stations where there is a flight surgeon with the special medical equipment required for the physical examination for flying. See inside of front cover for locations of cadet examining boards.

Accepted applicants are required to pay all expenses incident to their appearance before the examining board for examination, and no claim for reimbursement of expenses incurred prior to enlistment can be considered. The expense incurred in reporting for

examination would be for the transportation involved to and from the place of examination and the money expended for meals and lodging during the period of examination, which lasts from one to three days. There is no expense involved in the examination itself.

The written educational examinations will be held usually on the second Tuesday in August, November, February, and May, and other examinations are given at such times as are practicable. The examination consists of the following parts:

FIRST, THE PHYSICAL

This examination is to select physically normal applicants and eliminate those with defects or diseases which might become aggravated by flying training or which might increase the hazard of such training. All applicants must take the examination.

The physical standard for flying training is higher than that for enlistment in the Regular Army, and the examination itself is somewhat different, particular attention being given to those factors and functions of greatest importance in flying. In general, physical defects which disqualify for enlistment in the Regular Army also disqualify for flying training. In addition, candidates for appointment as flying cadets must meet the following physical and mental requirements: Vision 20/20 bilateral, without glasses; unimpaired ocular muscle balance; unimpaired optical organism, anatomically and mechanically; good respiratory ventilation and vital capacity; hearing 20/20 bilateral; a stable equilibrium; a sound cardio-vascular system, nervous and organic; a well-formed, well-adjusted and coordinated physique; height, minimum 64 inches, maximum 74 inches; an integrated and stable central nervous system, combined with a temperamental constitution suitable for military flying.

Before submitting their applications, prospective candidates should first consult a physician to determine whether they have defects which place them below the physical standards of normal individuals. Asthma, history of hay fever, or other pronounced allergic reactions; history of kidney stone or renal colic; and history of mastoidectomy, unless it can be shown that the operation was a simple drainage and there are no residuals, are disqualifying. Excessive underweight and overweight and dental defects such as caries, marked malocclusion, and

loss of an excessive number of masticating or incisor teeth are disqualifying, and corrective measures should be taken before undergoing the rigid physical examination for flying.

SECOND, THE EDUCATIONAL

The educational examination may be omitted if the applicant presents documentary evidence of his graduation from or satisfactory completion of two years' work at a recognized college or university. If such evidence cannot be furnished the examining board, the educational examination will be given.

The following subjects cover the general scope of the educational examination given those not exempt therefrom:

- United States history.
- English grammar and composition.
- General history.
- Geography.
- Arithmetic.
- Algebra, higher.
- Geometry.
- Trigonometry.
- Elementary physics.

United States history.—The examination will require a knowledge of prominent persons and events connected with the origin, growth, and government of the United States from the discovery of the American Continent to the present time. The examination will not be concerned with mere annals and dates but will require an intelligent insight into causes and effects. The scope will be that covered by Muzzey's "An American History" or any other recognized textbook of equivalent standard.

English grammar and composition.—The examination will require the ability to express clearly ideas on subjects of common knowledge. The scope will be that covered by Wooley's "New Handbook of Composition" or any other recognized textbook of equivalent standard.

General history.—The examination will require a knowledge of the important facts in general ancient history, the history of ancient Greece and Rome, and the history of medieval Europe up to the discovery of America. The scope will be that covered by "History of Civilization," Volume I, "Earlier Ages," by

Robinson, Breasted, Beard, and Smith, or any other recognized textbook of equivalent standard.

Geography.—The examination will require a general knowledge of the subject with special reference to the United States and its possessions. The specific features to be considered will be natural products, industries, general location of commercial routes, distribution of population and political boundaries. The scope will be that covered by "Advanced Geography" by McMurry and Perkins, 2d Revised Edition, published by the McMillan Company.

Arithmetic.—The examination will require a knowledge of arithmetic as covered by Wentworth's "Higher Arithmetic" or any other recognized textbook of equivalent standard.

Algebra.—The examination will require a knowledge of algebra as covered by Hart's "College Algebra" or by any other recognized textbook of equivalent standard.

Geometry.—The examination will require a knowledge of geometry as covered by Wentworth's "Plane Geometry" or any other recognized textbook of equivalent standard.

Trigonometry.—The examination will require a knowledge of trigonometry as covered by Wentworth's "Plane Trigonometry and Tables" or any other recognized textbook of equivalent standard.

Elementary physics.—The scope of this examination will be that of a high school or preparatory school examination in this subject and will cover only so much of the subjects as usually is considered necessary as a general foundation or preparation for beginning one of the scientific courses at recognized colleges or technical schools. The scope of the subject is that covered by Milliken and Gale's "Practical Physics" or any other recognized textbook of equivalent standard.

The passing grade is 70. Each subject is graded upon a basis of 100 percent and the final grade is the average grade received in the combined subjects.

APPOINTMENT

Normally a waiting list of qualified candidates is available, and appointments are made according to a prescribed priority as shown below, regardless of date of examination. Candidates who have been on the

eligible list for a period longer than six months are required to undergo another physical examination for flying before appointment can be authorized. When an applicant whose name is carried on the eligible list reaches his twenty-seventh birthday, his name is dropped from the list.

a. (1) Graduates of the United States Military Academy, the United States Naval Academy, and the United States Coast Guard Academy who apply for appointment as flying cadets within one year from date of graduation, who fail to receive commissions because of lack of vacancies and are recommended for appointment as flying cadets by the respective superintendents of those academies.

(2) Enlisted men of the Air Corps of the Regular Army who at time of appointment have served at least eleven months.

b. Other enlisted men of the Regular Army who at time of appointment have served at least eleven months.

c. Officers and enlisted men of the National Guard who at time of appointment have been assigned to Air Corps units for at least eleven months and who are favorably recommended by their commanding officers.

d. College graduates who are graduates of Reserve Officers' Training Corps units of other arms or services.

e. Graduates of recognized colleges and universities.

f. Other officers and enlisted men of the National Guard who at time of appointment have had at least eleven months' service.

g. Reserve officers and members of the Enlisted Reserve Corps who at time of appointment have served at least eleven months.

h. Students in good standing of recognized universities, who have completed their sophomore year.

i. Others.

This priority is followed in the selection of flying cadets for each entering class.

ELIMINATION

In an intensive course of this nature involving, as it does, hazards to the individuals, to other students, and to property and equipment, it is only natural that a

number of flying cadets will, especially in the early stages of training, be found unsuited to become military pilots. Therefore, if it is found at any time during the period of training that a flying cadet is for any reason not qualified to complete the prescribed course, or that he possesses traits of character which would preclude his appointment in the Officers' Reserve Corps upon completion of training, he will be discharged from the service and furnished travel pay to place of enlistment. Flying cadets so eliminated who were enlisted men of the Army at the time they were appointed may, if they so desire, be continued in the Air Corps as enlisted men.

COMPLETION OF FLYING TRAINING

Upon successful completion of the course of instruction, a flying cadet is appointed a second lieutenant in the Air Corps Reserve and receives his "wings" and the rating of pilot. To the extent permitted by congressional appropriations, flying cadet graduates will be called to extended active duty with tactical units of the Regular Army Air Corps in the grade of second lieutenant, Air Corps Reserve, for a period of one year, with the same pay and allowances as an officer of similar grade in the Regular Army. Subject to congressional appropriations and suitability of the individual, this active duty may be extended from year to year not to exceed seven years. (After June 30, 1949, total active duty is limited to five years.)

During the first part of his training following the completion of the course at the Air Corps Training Center, emphasis is placed on the graduate's flying training in a tactical squadron equipped with modern aircraft. He goes with his squadron on maneuvers in various parts of the United States, or he may receive his training in the Panama Canal, Hawaiian, Philippine, or Puerto Rican Departments, during which time he has the opportunity to familiarize himself with Army stations outside the continental limits of the United States.

The Air Corps Reserve officer, during the period of training with tactical units of the Air Corps, has the opportunity to observe all the various phases of aviation and, in addition, to build up his flying experience toward the objective of every Air Corps Reserve officer—a total of 1,200 hours' flying time. This accom-

plished, he will be eligible as to total flying time to secure a rating from the Civil Aeronautics Authority as an airline transport pilot.

In addition to intensive flying training, the Air Corps Reserve officer, during his tour of extended active duty, receives instructions in air navigation, engineering, radio, and armament, and has ample opportunity to specialize in one or more of these subjects.

Second lieutenants are promoted to the grade of first lieutenant upon the completion of three years' service on extended active duty. At the conclusion of three years' continuous active duty, Air Corps officers will be entitled to a lump sum of \$500, which sum shall be in addition to any pay and allowances which they may otherwise be entitled to receive, and which will be paid to them only when they are returned to inactive duty status. After completion of extended active duty, the Reserve officer is free to return to his normal civilian pursuits, retaining his commission in the Reserve Corps so long as qualified.

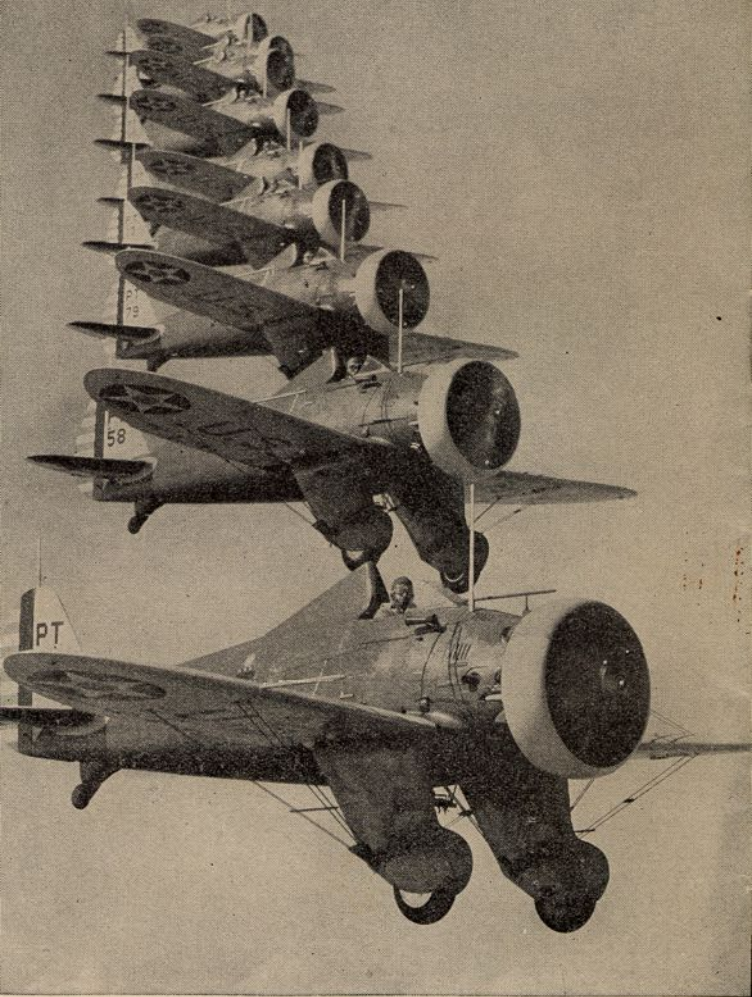
With the inevitable expansion of aviation, many positions will be available for graduates of the Air Corps Training Center in the various classes of civilian flying and with commercial companies. While in an inactive status, Reserve officers will be assigned to Reserve units in their localities, and will be eligible for assignment to active duty training for two weeks each year, if they so desire, and provided funds are available. During this time they will be permitted to fly all types of aircraft that are available and in the flying of which they are competent. During the remainder of the year, within the limits of available funds and equipment, they are permitted to fly in Government airplanes at Government flying fields.

The expansion of the Air Corps requires a number of additional Regular Army Air Corps officers, and under existing law a limited number of vacancies in the Regular Army Air Corps are available each year. Graduate flying cadets who possess the necessary qualifications and meet the requirements for commission in the Regular Army Air Corps are eligible to compete in the examinations held from time to time when vacancies are available, and have an excellent chance of receiving a commission in the Regular Army and thus continuing their flying career in the Army.

PREPARED UNDER THE DIRECTION OF
THE ADJUTANT GENERAL



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STEPS OF SECURITY

You May Find Your Security in

AVIATION ^{AS}_A CAREER